

**KWIA Ad-Hoc Committee on Noise
April 7, 2015 Meeting Minutes - Revised**

Meeting called to order by Mayor Danny Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:

Mayor Danny Kolhage
Kay Miller
Sonny Knowles
Marlene Durazo
Dr. Julie Ann Floyd
Harvey Wolney
Amy Kehoe
Nick Pontecorvo

Staff and Guests in Attendance:

Don DeGraw, Monroe County Director of Airports
Deborah Lagos, DML & Associates
Joe Carroll, THC
Steve Vecchi, THC
Chris Bowker, Jacobs Engineering
Robert S. Gold, Old Town Homeowners
Robert & Sue Baggett

A quorum was present.

Review and Approval of Meeting Minutes for the February 3rd, 2015 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were any comments or corrections to the February 3rd, 2015 minutes. There were no comments or corrections. Dr. Julie Ann Floyd made a motion to approve the minutes and Marlene Durazo seconded the motion. The minutes were approved as presented.

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Discussion of Part 150 Study Update

NCP Record of Approval

Deborah reviewed the FAA's Record of Approval (ROA) for the Noise Compatibility Program (NCP). A copy of the ROA is included in the agenda package. All of the measures that were recommended for FAA's approval were approved.

The Federal Register Notice announcing FAA's Record of Approval was published yesterday. That document is the last item we were waiting for before we could produce the final version of the NCP document. Each member of the Ad-Hoc Committee will be provided with a CD containing the final version of both the NEM and NCP document. Hopefully that will be prior to the next meeting.

Deborah reviewed the "highlights" of the ROA.

The Noise Insulation Program (LU-1) was approved, including Key West by the Sea, Grace Lutheran Church and School, the Catholic Charities Facility, and single-family homes. However, all of these are still subject to the testing requirement before they are ultimately determined to be eligible. Marlene Durazo asked if the FAA was still sticking to the DNL 65 dB. Deborah responded that within the main part of the NCP, the FAA would only allow us to show the properties that were within the DNL 65 dB, but we included maps in Appendix L that showed our proposed "block rounding" areas, which includes all of KWBTS. There was also some very minimal "block rounding" in the Flagler Avenue area.

LU-2, which was purchase of Avigation Easement, required a small compromise from what was originally proposed. The FAA would not approve the purchase of Avigation Easements from property owners that were deemed ineligible for the NIP, only from those that were deemed eligible but chose not to participate.

The FAA approved LU-6, which was our recommendation to purchase an Avigation Easement from the owner of the property located at the corner of Flagler Avenue and 11th Street that is currently being prepared for development.

Measures LU-3, LU-4, LU-5, and LU-7 were requests to rescind approval of measures approved in the 1999 NCP that were never implemented. These measures were being

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replaced with new measures that were under the control / jurisdiction of Monroe County, rather than another government entity.

The following Program Management and Operational Measures were approved:

- PM-1, Continue to utilize a consultant to fulfill the role of Airport Noise Program Coordinator,
- PM-3, Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures,
- PM-4, Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal,
- PM-6, Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures,
- PM-7, Establish a noise and flight track monitoring program by acquiring two portable noise monitors and an FAA-approved flight track monitoring system,
- PM-8, Update noise contours as needed.

With regard to updating noise contours, we had to make a compromise as we discussed at the last meeting. We had to modify it such that certain criteria would have to be met in order to justify updating the contours, such as significant changes (e.g., 15%) in the number of operations, an increase in nighttime operations, and/or a significant change in fleet mix. So we won't be automatically updating the contours annually, as we have in the past. Marlene Durazo expressed that her concern all along has been when we start getting traffic from Cuba, but was happy that this might trigger an update.

Those were all the measures that the FAA was required to approve; they approved every measure that we recommended that required their approval. So that was a victory.

Page 27 of the Agenda Package describes two measures that were previously disapproved in the 1999 NCP. We are not sure why the FAA felt the need to include this in the ROA, except to emphasize that they were still disapproved.

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Starting on page 28 of the Agenda Package, there is a description of measures for which FAA action is not required. These include:

- OM-1, Voluntary use of Ground Power Units when time and safety permit.
- OM-2, Continue use of designated aircraft run-up locations,
- OM-3, Voluntary use of intersection departures on Runway 09,
- OM-4, Continue use of a wide variety of flight paths on approach to Runway 09,
- OM-5, Voluntary southerly helicopter arrival and departure tracks,
- OM-6, Adherence to voluntary practices for air tour and aerial advertising flights,
- OM-7, Continue voluntary avoidance of direct flight over KWBTs by pilots of air tours and aerial advertising flights,
- OM-8, Continue voluntary use of noise abatement arrival and departure procedures,
- OM-9, Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.
- LU-8, Work with the City of Key West to adopt policies to encourage compatible development,
- PM-2, Continue holding meetings of Monroe County's Ad-Hoc Committee on Noise, and
- PM-5, Subscribe to Whispertrack™ to facilitate distribution of voluntary noise abatement procedures.

Most of the operational measures were already being done, but the goal is to increase compliance through education of the pilots and assistance from the Airport Traffic Control Tower. The airport has a new Operations Manager, and we are hoping she will be able to assist in improving compliance with these procedures.

Kay Miller commented that the departure area in the terminal seemed to be closed off pretty early in the evening. Don responded that the last departure of any commercial airline is around 7 pm. There are arrivals later in the evening. However, General Aviation is unscheduled and can occur any time, day or night. Occasionally, commercial airline arrivals run late.

LU-8 involves working with the City of Key West to assist them in amending their Land Development Code to incorporate measures to prevent noncompatible

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development, for new construction on either vacant land or following demolition of old existing structures, as well as substantial improvement of existing structures.

Kay Miller asked how we satisfied the FAA's concern regarding the meetings being held at 2:00 pm. Deborah responded that she expanded the explanation of the meetings and referred to the meeting minutes, where it was well documented that there was significant public involvement.

Introduction of NIP Consultant

Deborah explained that we did a Request for Qualifications (RFQ) for a consultant to oversee implementation of the Noise Insulation Program. Four companies submitted their Statement of Qualifications (SOQ). These documents were reviewed by Don and his Selection Committee, and they made a recommendation to the Board of County Commissioners (BOCC) to select THC. The BOCC approved that recommendation, and authorized staff to begin negotiations with THC. THC managed Phases 3 through 7 of the previous NIP, so they are not really "new;" they have a lot of previous experience in Key West. Deborah invited them to the meeting today so you could have the opportunity to meet them. Deborah then introduced Joe Carroll, President of THC, and Steve Vecchi, Director of Sound Insulation Services. A letter from THC, signed by Joe Carroll, is included in the Agenda Package. It basically describes their qualifications and why they should be selected. They are highly qualified, not only because of their prior experience in Key West, but also because they manage similar programs across the country. They know what they are doing, and as we have discussed during previous meetings, it is very important to have a consultant who is very familiar with the new FAA requirements and knows how to conduct the eligibility testing so that we can qualify the maximum number of homes for participation in the NIP.

Kay Miller commented that THC was in charge when her house on Linda Avenue was insulated in Phase 7. She indicated that the workers were very professional and that she can really tell a big difference in the interior noise levels after the work was completed. She said she was very happy with the outcome.

Deborah mentioned that Kay had asked previously about the houses remaining on Linda Avenue that were not insulated. Now that the NCP is complete, it is a certainty that those houses on Linda Avenue are not eligible.

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Dr. Julie Ann Floyd asked if that could be put in writing, because often people are told they are eligible when they buy their house, only to find out that they are not. Kay asked Deborah to put together a letter to inform the homeowners on Linda Avenue (and the houses that back up to them on Flagler Avenue) that they are not eligible in the new NIP. Deborah also mentioned that we could put something on the website, including maps showing the areas that are eligible.

Deborah indicated that we had previously discussed the issue of Real Estate Disclosure as a potential measure in the NCP. Danny Kolhage indicated that issues related to Real Estate Disclosure are preempted to the State, therefore the County cannot control that kind of thing. However, he said we could look in to the possibility of putting something on the County's website, in addition to the Ad-Hoc Committee website. It is amazing that people don't realize there is an airport, and that airplanes fly in and out of the airport, and make noise.

So, to recap, Deborah will prepare maps to put on the Ad-Hoc Committee website, as well as a letter to be mailed to property owners on Linda Avenue, Flagler Avenue, etc. that are no longer eligible, explaining the results of the recent study. Don suggested including a map showing the new contours.

Implementation Plan

Now that we have the ROA, the next step is to develop an implementation of how to move forward. We have had discussions with the FAA about what they want to see, and we will continue to work very closely with the FAA to develop the Implementation Plan. The Implementation Plan will be the road map for how we approach the Noise Insulation Program. As we've discussed in many meetings in the past, the testing is going to be the big piece of this, to determine who is qualified to participate and who is not. Part of the Implementation Plan will include the Initial Testing Phase. Kay Miller asked how we would determine who would be included in the Initial Testing Phase; whether we would be asking for volunteers. Deborah explained that we will have to conduct a housing survey, develop categories, and then select representative samples from each category. THC and Deborah will be working together to develop the Implementation Plan and meeting with the FAA to talk through the process and figure out the best way to go about this. In all honesty, this is new to the FAA, so they don't have a lot of experience to fall back on regarding this new process.

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Deborah said she believes this will be a hand-holding process where we work very closely with the FAA to figure out the best approach that meets their requirements. The FAA has laid out a method that they believe is the best approach, but we also plan to develop some options to present to them that we believe may be more efficient.

Joe, Steve, and Deborah toured the new Program Area yesterday to observe the various types of construction and types of properties. We've never done a condominium complex in Key West before, so that will be a new experience. The logistics involved in construction for a multi-story building will be challenging. Harvey Wolney explained that he has had his windows replaced. His unit is on the second floor and they used a lift, at a cost of \$500 per day. He mentioned that scaffolding was \$350 per day. Marlene Durazo explained that KWBTS was about to repaint all the buildings. Deborah mentioned that we spoke to Roger at the Property Management Company, and gathered a lot of helpful information.

In addition to KWBTS, we have single-family houses that are similar to those completed in the previous NIP. We also have Flagler Court Townhomes, which are two stories elevated above the ground, with parking underneath. They are frame construction with vinyl siding, and therefore completely unique to any other construction type we've done before.

Deborah asked Steve Vecchi to explain his thoughts on housing categorization and the testing plan. Steve reiterated that we will come up with the best testing plan that will come up with the most eligible results. The goal is 100% eligibility. THC has been conducting testing in Atlanta for multi-family apartment buildings. One of their team members, Alan Hass from Landrum & Brown, has been conducting eligibility testing on single-family homes in Ft. Lauderdale. A lot of the homes we observed, both in KWBTS and in single-family homes, have through-the-wall and window AC units. From a noise perspective, these units are like holes in the wall, so that improves the chances they will be eligible. It looks like most of the properties have poor windows, which is good, in terms of testing. If the selected homes in a particular category fail the test (i.e., their interior noise level exceeds DNL 45 dB, thereby making them eligible), then all of the homes in that category are deemed eligible.

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Dr. Julie Ann Floyd asked, based on their experience in other places, what percentage of homes passed/failed the test. Steve responded that in Ft. Lauderdale, about 80% of the homes have been deemed eligible; the other 20% were not eligible primarily because they had already installed hurricane-rated windows which also provide a lot of noise attenuation. The large multi-family complexes in Atlanta have been qualified at 100%.

Joe Carroll mentioned that this is a new process for the FAA, even though it is not for us, so we have to get them on board with the process. Dr. Floyd responded that the Ad-Hoc members representing aviation are familiar with dealing with the FAA, and therefore understand that process. Things are always open to interpretation, regardless of historical precedence.

Dr. Floyd asked about the unique properties, such as the church and school. Deborah indicated we only have one church and school, and the Catholic Charities facility. Steve indicated that we would select a representative sample of the buildings and rooms in those facilities.

Deborah summarized the timeline for moving forward. Our first task is to develop the Scope of Work (SOW) for this first step, which is developing the Implementation Plan, which will include categorization of the homes, selection of the representative sample, the actual testing of that representative sample, analysis of the testing data, and development of a report that indicates which categories are eligible and which are not (but hopefully all are eligible). The FAA will have to approve our recommendations regarding eligibility. We are working on the SOW right now, which will be included in a grant application to the FAA by June 1. Chris Bowker of Jacobs will be responsible for the grant application. If the FAA approves the grant application, we anticipate receiving the grant in August or September. After the grant is received, we will be able to begin this process. The outcome of this process will be the determination of which categories of homes are eligible.

We need to include a description of the process for a category that is deemed ineligible. The FAA guidelines indicate that if a homeowner asks specifically for their home to be tested, that can be given consideration. Dr. Floyd felt that once word of that leaks out that people are going to want to have their homes tested individually. Deborah asked Steve Vecchi to explain why sometimes that is more detrimental than beneficial. Steve explained that he believe the FAA's intent was

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that the testing be conducted on the worst houses in each category. Testing of 100% of the homes would be very expensive and time consuming and would delay the process. He felt that by testing 100% you could potentially qualify less homes, than if those homes were included in a category where similar homes that were in poorer condition were used for testing. It is critical to properly establish the categories, and carefully select the representative sample of each category, so as to qualify as many categories as possible. Joe Carroll reiterated that their feeling is that the more houses you test, the more chances you have to lose (i.e., houses are not eligible). Our goal is 100% participation (i.e., 100% eligibility) if we can get it.

Kay Miller mentioned that the quality of the construction work has to meet FAA standards. There is a lot of oversight in that process, both with THC's Construction Manager / Inspector, as well as the City of Key West's Building Inspectors.

Marlene Durazo expressed her appreciation to THC for being at the meeting today, and that based on their experience, she feels confident that THC will do a good job.

Other Reports

Noise Hotline and Contact Log

The hotline log was handed out at the meeting. There were five calls to the hotline, four of which were from KWBTS. Marlene Durazo indicated she had called at least once, but there was no record of her call on the hotline. Two calls from KWBTS were from a new condo owner who did not realize how loud the aircraft noise would be. One call was regarding eligibility for the NIP from a new homeowner located on Seidenburg.

Marlene indicated that she only calls when aircraft on approach are coming in too close to KWBTS, rather than on the centerline of the runway.

Airport Noise Report

Deborah asked if anyone read any articles of particular interest. Marlene Durazo mentioned the article about Heathrow Airport (Vol 27, Number 5, page 19) and how many homes are going to be insulated. She felt it was very generous that 160,000 homes were included.

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Amy Kehoe mentioned the article about Ft. Lauderdale (Vol 27, Number 8, page 31), and the number of people complaining about noise from the new runway. The testing for their sound insulation program has already been mentioned.

Amy also mentioned the article about the proposed increase in the allowable PFC from \$4.50 to \$8 (Vol 27, Number 11, page 43). Amy felt that such an increase would impact how people travel, much like gasoline price increases impacted people driving on vacation. Mayor Kolhage felt, based on his recent experience in three airports, that people are flying, and this would probably not make any difference. Kay Miller expressed she didn't think \$4 would make a difference. Deborah expressed that it might have a short-term impact, but not a permanent one. Don DeGraw indicated the airlines are not necessarily in favor of the increase, although airports certainly are. Airports prefer using PFCs to fund projects, rather than having to use bond funding to facilitate their capital improvements, because of the cost associated with applying for the bonds and the interest that has to be paid on the bonds. PFCs are better because the money goes directly into our account, and we can apply directly to the FAA for funding for specific projects. Don indicated they have about \$4 million in the bank right now that they are ready to spend. They are getting ready to submit their PFC Application #15, which is for \$2.5 million. Mayor Kolhage indicated that it has been significant for our airport. Amy asked if PFC funds were instrumental in paying off the new airport, and Don indicated they were able to pay off the debt early (particularly savings in interest) by using PFCs. Kay Miller asked about a runway improvement that was planned. Don indicated they had just completed the EMAS project, which was a \$4 million project, partially funded by PFCs. Don indicated the next big project is to improve the air carrier ramp, changing it from asphalt to concrete. We also have some taxiway improvements and lighting improvements that we are looking at. Eventually the runway will need to be rehabilitated within the next ten years. PFC funding is critical to make all this happen. We get about \$2 to \$3 million per year in entitlement money from the FAA, the rest is discretionary (which isn't guaranteed). Since we have that PFC in place we can really make those major projects happen.

Any Other Discussion

Robert Gold asked about Program Measures 3 and 4, particularly when they would happen. Don indicated that things we can do at the local level we will do immediately, but things that are AIP-eligible have to be programmed. Chris Bowker indicated they

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were programmed for next year. Robert Gold asked if the language had already been written, and Don indicated it had not, but our Consultants will work on that to make it happen. Robert Gold asked if there would be any objective way to measure whether those measures were working once they were implemented, such as looking at radar tracks. Don indicated that we don't currently have anything in place to do that. However, the FAA approved the acquisition of a flight track monitoring system, which would allow us to monitor improvements in compliance. Robert Gold would like to be able to report back to his neighbors when we might expect to see some change in the distribution of flight tracks, so as to "spread the pain" a little bit. Amy Kehoe mentioned that one difficulty is not necessarily knowing why the patterns are what they are at any given time, which may be due to weather or other traffic in the area.

Deborah discussed the goals of the flight track monitoring system that would be best for Key West. Because Key West International Airport does not have their own radar, the system would need to have the capability to collect flight track data independently from the Navy's radar. There are services that sell radar data that they obtain from the FAA, which is what we've used in the past. We cannot get usable data directly from the FAA or the Navy. Robert Gold reiterated the importance of moving forward with acquisition of the flight track system. Amy Kehoe agreed that it was important to be able to monitor compliance with noise abatement procedures.

Dr. Floyd asked what we would do if we find that the voluntary program is not working. Deborah indicated that in most cases, lack of compliance is related to lack of knowledge of the noise abatement program, so our goal is to educate the pilots. Dr. Floyd expressed concern regarding our ability to improve compliance. Robert suggested that maybe we need to ask the Control Tower to provide more specific instructions to pilots regarding use of noise abatement procedures. Sonny Knowles thought we had already done that in the past. We would never ask pilots to do anything they felt was unsafe. All we can do is encourage pilots to comply to the greatest extent possible.

Next meeting June 2nd, 2015.

Kay Miller moved to adjourn the meeting, and Sonny Knowles seconded the motion. The meeting adjourned at 3:20 p.m.